



STAFF REPORT

DATE: August 8, 2022
TO: Sacramento Regional Transit Board of Directors
FROM: Laura Ham, VP, Planning and Engineering
SUBJ: DOWNTOWN RIVERFRONT STREETCAR PROJECT UPDATE
AND DELEGATE AUTHORITY TO THE GENERAL
MANAGER/CEO TO ENTER INTO A FUNDING AGREEMENT
WITH THE CITY OF WEST SACRAMENTO

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

The recommended actions would provide for necessary funding to flow to SacRT to engage consultants to complete further project development and design to obtain a Federal Small Starts Grant Agreement (SSGA) to construct the modified Downtown Riverfront Streetcar Project. If this action is approved, future actions for contracts with consultants would be brought to the Board at a later date for approval.

FISCAL IMPACT

There is no fiscal impact associated with this action. Any future actions that generate a fiscal impact will be brought back to the Board or awarded under the General Manager/CEO's standing authority.

DISCUSSION

Background

The Downtown Riverfront Streetcar Project (Streetcar Project) received approval from the Federal Transit Administration (FTA) to enter Project Development as a Small Starts Project in 2014. The original scope of the Streetcar Project was environmentally cleared, designed, and issued for bid in November 2018, with construction Bids received in January 2019. Unfortunately, the bids received for the Streetcar Project came in significantly higher than expected.

Subsequently, in March 2019, the Mayors of the City of Sacramento and the City of West Sacramento directed the formation of a Mobility Technical Working Group (MTWG). The goal of the MTWG was to present alternatives to the previously proposed Streetcar Project that would achieve the best mobility for and between both Cities. Over the next several months, MTWG meetings were held to establish clear objectives and explore various project alternatives to reduce costs and to deliver a project primarily consistent with the original intent, purpose, and need.

Two of the principal objectives driving the analysis included: 1) preserve the Congressionally-appropriated \$50 million to complete the Project; and 2) connect the two Cities and the region with frequent, high-quality mass-transit service over the Sacramento River. The decision was made by the MTWG to move forward with a reduced-scope Streetcar Project that preserved the portion of the original Downtown Riverfront Streetcar connecting West Sacramento from Sutter Health Park (formerly Raley Field) with Sacramento Valley Station (SVS).

To move forward with the design and documentation for the reduced scope and alignment, on May 10, 2021, the Board approved 1) Assignment Agreement between SacRT and the Riverfront Joint Powers Authority (Authority) for the Interagency and Cost Reimbursement Agreement, 2) the Third Amendment to the Contract for the Downtown Riverfront Streetcar Design Services with HDR, INC., and 3) the First Amendment to the Contract for the Downtown Riverfront Streetcar Environmental Support Services with AECOM.

In December 2021, after reviewing the preliminary engineering design and re-evaluating the financial efficacy of the reduced streetcar alignment, the Streetcar Project stakeholders' staff discussed a more efficient and integrated alignment that would allow the Streetcar Project alignment access to the existing SacRT light rail system. Alternatives were evaluated that would provide a revenue connection to the existing system by installing revenue service track through the SVS. However, the City of Sacramento and SacRT are planning to relocate the existing SVS light rail station and the relocation would have to take place prior to the commencement of the Streetcar Project construction. The need to relocate the SVS station would most likely postpone the construction of the Streetcar Project. In addition, the most-current City of Sacramento Railyards/SVS/Transit Plaza plan is not conducive to light rail vehicles traveling through the plaza area. There is also a plan to reconstruct the I Street Bridge entrance on 3rd Street and the I-5 on ramp from I Street, both of which would impact the track construction and operation of the Streetcar Project.

After discussions between staff from SacRT and both Cities, a revised alignment between SVS and Sutter Health Park was proposed. Service would be provided by a single Siemens S700 vehicle that would travel between Sutter Health Park and SVS by constructing new track from Sutter Health Park across the Tower Bridge, along Capitol Mall, then south on 3rd Street to N Street. Double tracks would be installed on N Street from 3rd Street and connect to the existing light rail system at 7th and 8th Streets. The proposed Streetcar Project route would use the existing light rail track from 7th and 8th

Streets to the SVS. The Streetcar Project would add new streetcar stations at Sutter Health Park, Capitol Mall and a station along N Street. The revised route would require significant modifications to the existing environmental documents and design documents.

The revised N Street alignment would connect the new track to the existing SacRT Light Rail system, enabling future projects that may extend the Light Rail system into West Sacramento and beyond. It would also provide more direct access from West Sacramento to the state buildings in downtown Sacramento, the Crocker Art Museum, and future Sacramento Commons. In addition, this alignment would not be impacted by any future City of Sacramento projects at the SVS or along 3rd Street, including the planned rebuild of the I-5 on ramp and future work on the I Street Bridge. Also, traffic and at-grade crossings impacts would be less significant since the alignment would not include the grade crossing of the I Street Bridge entrance. Although this is a significant alignment revision, SacRT has had discussions with the FTA to verify the revision would not jeopardize the existing \$50 million appropriation. In these discussions, the FTA did not express any concern with the revised alignment and commented that the proposed revised alignment appears to be more beneficial than the alignment down 3rd Street to SVS.

On March 23, 2022, representatives and elected officials from the City of Sacramento, the City of West Sacramento, the Sacramento Area Council of Governments (SACOG), and SacRT met with Congresswoman Doris Matsui to discuss the revised alignment and whether to support it. After reviewing the pros and cons, the representatives of all three entities indicated support for the N Street alignment. In addition, the City of West Sacramento committed to taking the necessary steps to identify the necessary funding for completion of additional environmental, design and project analysis required for the Small Starts Grant Agreement application.

Additional funds will be needed to move forward with further work on the revised alignment. The additional funds will be provided from the City of West Sacramento through a funding agreement and will include an allocation for SacRT staff work on the project, as well as the project analysis and design described above.

If the Board authorizes negotiating and entering into an agreement with West Sacramento, and if the parties agree to move forward, Staff will return to the Board with requests to authorize specific work orders and amendments for updates to environmental and design documents and, if approved, later provide the Board with updates on the progress of those efforts.

Project Timeline

TASK	DURATION
Revise and Update Environmental Documents, Design Documents, Ridership Studies and Submit SSGA Application	2 years
FTA Application and Grant Approval Process	3 years
Construction	2 years
Total Project Duration	7 years

Project Budget

ITEM	COST
Re-Scoped Project Estimate (N Street Alignment)	\$126M
Funds expended to date	\$22.5M
(2) Streetcar Vehicles	\$11.5M
Total Project Budget	\$160M

RESOLUTION NO. 2022-08-090

Adopted by the Board of Directors of the Sacramento Regional Transit District on this date:

August 8, 2022

DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO ENTER INTO A FUNDING AGREEMENT WITH THE CITY OF WEST SACRAMENTO FOR THE REVISED DOWNTOWN RIVERFRONT STREETCAR PROJECT

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE BOARD OF DIRECTORS OF THE SACRAMENTO REGIONAL TRANSIT DISTRICT AS FOLLOWS:

THAT, the General Manager/CEO is authorized to negotiate and execute a funding agreement with the City of West Sacramento to provide funding necessary to compensate SacRT for the costs to be incurred to further progress the revised Downtown Riverfront Streetcar project alignment down N Street.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

Downtown Riverfront Streetcar and West Sacramento Light Rail System Connection



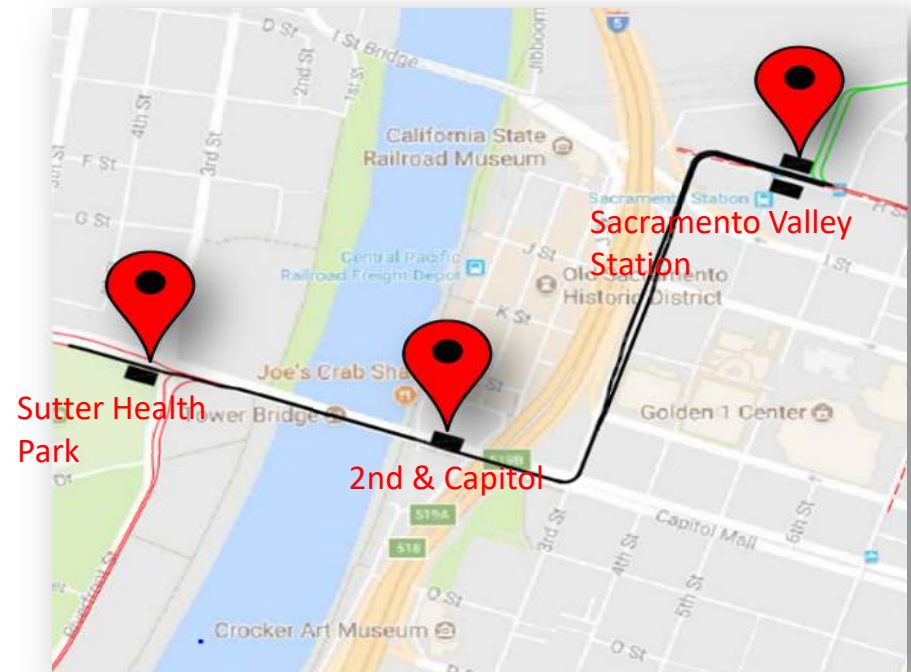
Downtown Riverfront Streetcar

Background

- 2014 – Project Development
- 2018 – Bids Issued on Original Project (over budget)
- 2019 – Partners Proposed Simplified Alignment
- 2021 – Funding Secured to Continue Project Development
- 2021 – Discussion Regarding New Alignment and Design

2019 Proposed Streetcar Alignment:

- 1.5 Mile Project (1.1 Route Miles)
- 3 Streetcar Stops:
 - Sutter Health Park
 - 2nd & Capitol (Old Sacramento)
 - Sacramento Valley Station (SVS)
- Streetcar would travel back and forth between SVS and Sutter Health Park



West Sacramento to SVS via N Street

Streetcar originates in West Sacramento and ends at the Sacramento Valley Station:

- Crosses Tower Bridge
- South on 3rd Street to N Street
- East on N Street
- Double track on N Street to 7th & 8th streets where it will connect to the existing light rail system and travel to SVS, turns back and follows same route back to West Sacramento



West Sacramento to SVS via N Street

Pros:

- Provide more direct access from West Sacramento to the state buildings in downtown Sacramento, the Crocker Art Museum and Sacramento Commons
- Provides connectivity to the entire SacRT network and regional services
- Will not be considered a new project by FTA; \$50M allocation will still be in place
- Provides for expansion of the light rail system into West Sacramento and beyond
- Achieves higher greenhouse gas (GHG) and (vehicle miles traveled) VMT reduction

Cons:

- Require a redesign due to the new alignment down N Street.
- There will be additional design, environmental, and utility relocation costs (~\$9M total) but still within the \$160M project estimate.

Schedule Summary

Estimated Project Schedule Based on Re-Design Start on October 2022


		2022	2023	2024	2025	2026	2027	2028	2029
West Sacramento to SVS via N Street									
Final Design / Submit Small Start Application	10/2022 - 10/2024								
FTA Correspondence & Readiness Review	10/2024-04/2025								
Address FTA Comments, Final Review, Approval	04/2025-10/2027								
Construction Bid Process	04/2027-10/2027								
Small Starts Grant Execution	10/2027								
Construction	10/2027-10/2029								

Estimated Project Budget

Re-Scoped Project Estimate	\$ 126,000,000
Spent to Date	\$ 22,500,000
(2) Streetcar Vehicles	\$ 11,500,000
TOTAL	\$ 160,000,000

Next Steps

1. Obtain SacRT Board of Director's input
2. Enter into agreement with the City of West Sacramento to fund completion of the Small Starts Grant Application, including updated design, environmental and SacRT labor
3. Seek SacRT Board approval for issuance of consultant work order amendments to update environmental, design and ridership estimates
4. Submit a formal project update to the Federal Transit Administration, including a transition of project sponsorship from SACOG to SacRT, scope details and committed funding



Thank You!
Any Questions?